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Comments on [REDACTED] Public-Dollar Studies 25X1A5a1

The following are comments from various I/PE
analysts on the [REDACTED] worksheets. These comments when
detached from this memo are unclassified.

[REDACTED] 25X1A9a

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Agricultural Machinery

25X1A5a1

This branch cannot endorse the list of items chosen in the sub-sample as representative of Soviet agricultural machinery. In line with the responsible analyst's written comments made last February concerning the earlier sub-sample, [REDACTED] did enlarge the sample, but not necessarily in the right directions. For example, there is nothing particularly wrong about including hay balers in the sample (although they were practically unknown in the Soviet Union until the last couple of years), but certainly not to the exclusion of, say, rakes. Not only does it appear that the KOK-2 potato harvesting combine is not comparable to the US machine, but the KOK-2 is not even representative of Soviet potato harvesting machinery. There are more KKE-2 models available than there are KOK-2. In any case, it appears that the Soviet TEK-2 potato digger would be the better choice, the specifications of which have been added to the attached sample sheets. Since there is no price available for the TEK-2, it probably would be better to drop potato harvesters from the sample. In general, this branch maintains the position expounded in the February comments made on the earlier sub-sample.

Automobiles

Although the analyst mentions only three models of passenger cars for which prices are available, automobile prices for all models produced after 1950 are readily available in open sources.

The Moskvich was first produced in 1946, not 1947, and the model change occurred in April 1956, not May 1957. The Pobeda was not replaced by the Volga in 1956, but continued in production until mid-summer of 1958.

The rated brake horsepower of the Moskvich is 23 rather than 26, and the net weight is 1,863, rather than 1,781 pounds.

The American counterparts selected seem to be adequate for comparison.

Railroad Locomotives and Rolling Stock

The prices for Soviet equipment agrees with our prices for the same goods, but the prices quoted are evidently those of July 1955. It is assumed, therefore, that the prices are also of that date. It also appears that [REDACTED] has had some US manufacturer estimate prices on the basis of the specifications of Soviet equipment. If this is so, the manufacturer's estimated prices are probably more accurate than we could make. Keeping this in mind, however, the prices for US equivalents of the first gondola seem a little high for 1955, although the second one seems about right. The US tank car price seems to be about \$1,700 too low for 1955. The prices given for US refrigerator cars also seem low for a car of the Soviet type (with continuous cooling) would probably run about \$20,000. [Notice that in these last two cases the effect would be to reduce the ruble-dollar ratios which are higher (with one exception) in these cases.]

In the case of box cars a 1955 price estimate about half-way between those given in the [REDACTED] paper—or about \$8,000 would probably be better.

It should also be noted that production of the TE-2 locomotive, the only one given in the [REDACTED] report, ended about three years ago.

Tractors

The tractors chosen for comparison are a fair representation of models in Soviet production. Since the American counterparts are not identified by model, or by manufacturer, it is difficult to judge which American tractors are being used. There seems to be little point in presenting specifications and prices of tractors which remain unidentified.

As for the Soviet tractors, which are identified by model, a question might be raised as to why the MTZ-1 was selected instead of the MTZ-3 or MTZ-5. Although these models are very similar in characteristics, far more of the MTZ-3 and MTZ-5 have been produced than the MTZ-1. The operating weight of the MTZ-1 is usually listed as 7,100 pounds, rather than 6,945 as reported in the table here.

For "DP-35", I supposed the analyst means KDP-35, since the price quoted refers to the 1955 price for the KDP-35. There is a ~~KD-35~~ tractor, which is very similar to the KDP-35, but the 1955 price for this model was 16,200 rubles.

It is not clear why two prices are listed for the S-80. The 1955 price for this model was 32,200 rubles.

Trucks

The introductory comments on non-comparability seem quite valid and pertinent. The listing of the American counterparts by model designation is helpful. It is not clear, however, what prices are being used here. Are these 1955 dollars? The term horsepower is not clear in these tables. Is this brake horsepower? The wheelbase of the GAZ-63, not filled in on the chart, is 130 inches. The ZIL-150 has one drive axle, not two as reported in the table, and the horsepower rating is probably too high, although horsepower is left as a vague term here. The rated brake horsepower of this truck is 85-90, not 100. The same comments on horsepower and drive axles apply to the ZIL-585. As for the ZIL-151, the wheelbase is 166 inches, and the horsepower (brake) is 85-90, not 100.